

## § 95.31

### Subpart C—En Route IFR Altitudes Over Particular Routes and Intersections

EDITORIAL NOTE: The prescribed IFR altitudes for flights over particular routes and intersections in this subpart were formerly carried as §§610.11 through 610.6887 of this title and were transferred to part 95 as §§95.41 through 95.6887, respectively, but are not carried in the Code of Federal Regulations. For FEDERAL REGISTER citations affecting these routes, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

#### § 95.31 General.

This subpart prescribes IFR altitudes for flights along particular routes or route segments and over additional intersections not listed as a part of a route or route segment.

[Doc. No. 1580, 28 FR 6719, June 29, 1963]

### Subpart D—Changeover Points

EDITORIAL NOTE: The prescribed COP's for Federal airways, jet routes, or other direct routes for which an MEA is designated in this part are not carried in the Code of Federal Regulations. For Federal Register citations affecting these routes see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

#### § 95.8001 General.

This subpart prescribes COP's for Federal airways, jet routes, area navigation routes, or other direct routes for which an MEA is designated in this part. Unless otherwise specified the COP is midway between the navigation facilities or way points for straight route segments, or at the intersection of radials or courses forming a dogleg in the case of dogleg route segments.

[Doc. No. 10580, 35 FR 14610, Sept. 18, 1970]

## PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

### Subpart A—General

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97.1 Applicability.

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### Subpart B—Procedures

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97.20 General.

AUTHORITY: 49 U.S.C. 106(g), 40103, 40113, 40120, 44701; and 14 CFR 11.49(b)(2).

SOURCE: Docket No. 1580, 28 FR 6719, June 29, 1963, unless otherwise noted.

### Subpart A—General

#### § 97.1 Applicability.

This part prescribes standard instrument approach procedures for instrument letdown to airports in the United States and the weather minimums that apply to takeoffs and landings under IFR at those airports.

#### § 97.3 Symbols and terms used in procedures.

As used in the standard terminal instrument procedures prescribed in this part—

(a) *A* means alternate airport weather minimum.

(b) *Aircraft approach category* means a grouping of aircraft based on a speed of  $1.3 V_{so}$  (at maximum certificated landing weight).  $V_{so}$  and the maximum certificated landing weight are those values as established for the aircraft by the certificating authority of the country of registry. The categories are as follows:

(1) Category A: Speed less than 91 knots.

(2) Category B: Speed 91 knots or more but less than 121 knots.

(3) Category C: Speed 121 knots or more but less than 141 knots.

(4) Category D: Speed 141 knots or more but less than 166 knots.

(5) Category E: Speed 166 knots or more.

(c) Approach procedure segments for which altitudes (all altitudes prescribed are minimum altitudes unless otherwise specified) or courses, or both, are prescribed in procedures, are as follows:

(1) *Initial approach* is the segment between the initial approach fix and the intermediate fix or the point where the aircraft is established on the intermediate course or final approach course.